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10/608,080	06/30/2003	Kohji Noma	1743.1002	7862

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EXAMINER	
JONES, HUGH M	
ART UNIT	**PAPER NUMBER**
2128	

SHORTENED STATUTORY PERIOD OF RESPONSE	MAIL DATE	DELIVERY MODE
3 MONTHS	04/09/2007	PAPER

Please find below and/or attached an Office communication concerning this application or proceeding.

If NO period for reply is specified above, the maximum statutory period will apply and will expire 6 MONTHS from the mailing date of this communication.

Office Action Summary	Application No.	Applicant(s)	
	10/608,080	NOMA ET AL.	
	Examiner	Art Unit	
	Hugh Jones	2128	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1)☒ Responsive to communication(s) filed on *1/8/2007*.

2a)☒ This action is **FINAL**. 2b)☐ This action is non-final.

3)☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4)☒ Claim(s) *1 and 6-53* is/are pending in the application.

4a) Of the above claim(s) _____ is/are withdrawn from consideration.

5)☒ Claim(s) *27-32* is/are allowed.

6)☒ Claim(s) *1,6-26 and 33-53* is/are rejected.

7)☐ Claim(s) _____ is/are objected to.

8)☐ Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9)☐ The specification is objected to by the Examiner.

10)☒ The drawing(s) filed on *30 June 2003* is/are: a)☒ accepted or b)☐ objected to by the Examiner.

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).

Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11)☐ The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12)☒ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

a)☒ All b)☐ Some * c)☐ None of:

1.☒ Certified copies of the priority documents have been received.

2.☐ Certified copies of the priority documents have been received in Application No. _____.

3.☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1) ☐ Notice of References Cited (PTO-892)
2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
3) ☐ Information Disclosure Statement(s) (PTO/SB/08) Paper No(s)/Mail Date _____.
4) ☐ Interview Summary (PTO-413) Paper No(s)/Mail Date. _____.
5) ☐ Notice of Informal Patent Application
6) ☐ Other: _____.

DETAILED ACTION

1. Claims 1, 6-53 of U. S. Application 10/608,080, filed 6/30/2003, are pending.

Claim Rejections - 35 USC § 112

2. The following is a quotation of the second paragraph of 35 U.S.C. 112:

> The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

3. Claims 6, 16-20, 22-23 recite the limitation "structure". There is insufficient antecedent basis for this limitation in the claims.

Claim Rejections - 35 USC § 103

4. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

> (a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

5. The factual inquiries set forth in *Graham* **v.** *John Deere Co.*, 383 U.S. 1, 148 USPQ 459 (1966), that are applied for establishing a background for determining obviousness under 35 U.S.C. 103(a) are summarized as follows:

1. Determining the scope and contents of the prior art.
2. Ascertaining the differences between the prior art and the claims at issue.
3. Resolving the level of ordinary skill in the pertinent art.
4. Considering objective evidence present in the application indicating obviousness or nonobviousness.

6. Claims 1-26, 33-53 are rejected under 35 U.S.C. 103(a) as being unpatentable over Singh et al. ("S") in view of Weber et al. (Search Report – US Patent 6,113,643 – "W").

7. Singh et al. disclose parametric design of vehicles including structural, interior and exterior aspects of the design.

8. Singh et al. does not expressly disclose ergonomic design taking into account occupants.

9. Weber et al. discloses such a teaching (entire patent).

10. It would have been obvious to one of ordinary skill in the art at the time of the invention to modify the Singh et al. teaching with the Weber et al. teaching for the reasons given by Weber (col. 1, lines 11-21).

11. Singh et al. in view of Weber et al. disclose :

> 1. A planning support program for supporting planning of a vehicle, said program making a computer execute:
> an exterior model building step of building an exterior model that expresses an outer appearance of the vehicle by reading out an exterior parameter group associated with an exterior shape of a vehicle, and changing exterior parameters included in the readout exterior parameter group (S: fig. 1-3 and corresponding text; W: fig. 1-3 and corresponding text, fig. 15);
> an interior model building step of building an interior model that expresses interior comfort of passengers by inputting passenger parameters associated with sitting states of the passengers in the vehicle (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text);
> a display step of superimposing the exterior model built in the exterior model building step, and the interior model built in the interior model building step (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text); and
> wherein in said exterior model building step, the exterior model is changed on the basis of vehicle specification values associated with exterior dimensions of the vehicle, while in said interior model building step, the interior model is not changed in conjunction with the vehicle specification values (S: FIG. 1-3 AND CORRESPONDING TEXT;

W: fig. 1-3 and corresponding text. Merely editing the external trim, for example would not affect placement of seats),

wherein in the display step, it is distinguishably displayed whether or not the exterior model and the interior model interfere with each other (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text. Until morphing there is interference), and

wherein each of the displayed exterior model and interior model are independently adjustable (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

6. The program according to claim 1, wherein the display step includes a step of transparently displaying a vehicle shape as a combination of the exterior model and the structure model to identifiably display whether or not the vehicle shape and the interior model interfere with each other (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

7. The program according to claim 1, wherein the interior model building step includes a step of building the interior model by reading out and deforming human type models that express the passengers and seat models that express seats in accordance with the passenger parameters (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

8. The program according to claim 7, wherein the interior building step includes a step of building the interior model by inputting the number of seats as the passenger parameter, and combining the human type models and the seat models corresponding to the number of seats (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

9. The program according to claim 7, wherein the interior building step includes a step of building the interior model using sitting positions of the passengers for respective seats input as the passenger parameters (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

10. The program according to claim 7, wherein the interior building step includes a step of building the interior model using sitting postures of the passengers input as the passenger parameters (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

11. The program according to claim 7, wherein the human type model set at a driver's seat of the vehicle includes eye point information and visibility assurance reference range information indicating a reference range to be assured as visibility from the eye point (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text, 9, fig. 15).

12. The program according to claim 11, wherein the interior model has position information of a predetermined portion of the vehicle, which is specified by the reference range (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

13. The program according to claim 12, wherein the predetermined portion of the vehicle includes at least one of a front header, rear

header, pillar, and windshield lower end portion (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

14. The program according to claim 7, wherein the interior model has position information of a predetermined portion of the vehicle associated with oppressive feelings experienced by the passengers, and the position information is specified by positions of the human type models (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text, 9, fig. 15).

15. The program according to claim 14, wherein the predetermined portion of the vehicle includes at least one of a front header, rear header, pillar, and windshield lower end portion (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

16. The program according to claim 1, wherein the structure parameters include information associated with a sectional shape of the framework of the vehicle (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text, fig. 15).

17. The program according to claim 1, wherein the structure parameters include information associated with a mechanical strength of the framework (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

18. The program according to claim 1, wherein the structure parameters include information associated with a weight of the framework (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

19. The program according to claim 1, wherein the structure parameters include information associated with a material of the framework (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

20. The program according to claim 1, wherein the structure parameters include information associated with a thickness of a steel plate used in the framework (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

21. The program according to claim 1, wherein the framework includes at least one of a front pillar, center pillar, rear pillar, side roof rail, front header, and rear header (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

22. The program according to claim 1, wherein the structure model building step includes a step of building the structure model by selectively reading out one of a plurality of structure parameter groups prepared for respective vehicle types (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

23. The program according to claim 1, wherein a shape of the framework which forms the structure model changes in correspondence with a shape of the exterior model (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text, fig. 15).

24. A planning support method for supporting planning of a vehicle using a computer, comprising:

an exterior model building step of building an exterior model that expresses an outer appearance of the vehicle by reading out an exterior parameter group which is prepared in a database and associated with an exterior shape of a vehicle, and changing exterior parameters included in the readout exterior parameter group (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text, fig. 15);

an interior model building step of building an interior model that expresses interior comfort of passengers by inputting passenger parameters associated with sitting states of the passengers in the vehicle (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text, 9, fig. 15); and

a display step of superimposing, on a display, the exterior model built in the exterior model building step, and the interior model built in the interior model building step (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

25. The method according to claim 24, wherein the interior model building step includes a step of building the interior model by reading out and deforming human type models that express the passengers and seat models that express seats in accordance with the passenger parameters (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

26. The method according to claim 24, further comprising:

a structure model building step of building a structure model by reading out a structure parameter group associated with a structure of a framework of the vehicle, and adjusting structure parameters included in the readout structure parameter group (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text), and

wherein the display step includes a step of superimposing the structure model built in the structure model building step on the exterior model and the interior model (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

35. A planning support program for supporting planning of a vehicle, said program making a computer execute:

an exterior model building step of building an exterior model that expresses an outer appearance of the vehicle by reading out an exterior parameter group associated with an exterior shape of a vehicle, and changing exterior parameters included in the readout exterior parameter group S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text;

a structure model building step of building a structure model by reading out a structure parameter group associated with a structure of a framework of the vehicle, and adjusting structure parameters included in the readout structure parameter group S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text;

an interior model building step of building an interior model that expresses interior comfort of passengers by inputting passenger parameters associated with sitting states of the passengers in the

vehicle S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text; and

a display step of superimposing the exterior model built in the exterior model building step, the structure model built in the structure model building step and the interior model built in the interior model building step S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text,

wherein the exterior and structure models are changed on the basis of vehicle specification values associated with exterior dimensions of the vehicle, while in said interior model building step, the interior model is not changed in conjunction with the vehicle specification values (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text. Merely editing the external trim, for example would not affect placement of seats),

wherein in the display step, it is distinguishably displayed whether or not the exterior model and the interior model interfere with each other (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text. Until morphing there is interference), and

wherein each of the displayed exterior model and interior model are independently adjustable (S: FIG. 1-3 AND CORRESPONDING TEXT; W: fig. 1-3 and corresponding text).

12. Claims 33-34, 36-53 are similarly rejected.

Allowable Subject Matter

13. Claims 27-32 are allowed over the prior art of record. The claims invoke In re Donaldson and are novel and nonobvious over the prior art of record. Specifically, the novel and nonobvious disclosure corresponding to the allowable limitations are found in figures 2, 11-14 and 40.

14. Claims written in a "Means for" or "step for" format will be provided favorable review.

Response to Argument

15. Applicant's arguments, filed 1/8/2007, have been carefully considered and are not persuasive.

16. Applicants argue:

> Singh recites, at col. 3, lines 51-54, "...the vehicle library 114 may contain parameters defining various vehicles and vehicle system characteristics, such as interior size and vehicle body style." However, Singh does not recite or teach building an interior model using the recited interior parameters.

this statement appears to contradict itself. The portion in question discloses modular design of all aspects of the automobile:

> The tools **100** also include a vehicle library **114** stored on the electronic storage device. The vehicle library **114** is an electrical representation of a vehicle model or a portion thereof. Advantageously, the vehicle library **114** may contain a parametric solid model of an exterior portion of a particular vehicle **10** (to be described). In this example, the vehicle library **114** may include a parametric model of an exterior body portion of the vehicle **10**. Also, the vehicle library **114** may contain parameters defining various vehicles and vehicle system characteristics, such as interior size and vehicle body style. It should be appreciated that the vehicle library **114** may be a sub-library of the knowledge based engineering library **112**.
>
> The tools **100** may also include various computer-aided design (CAD) tools **116**, which can be used for the design method, to be described. These design tools **116** may include solid modeling, visualization and parametric design techniques. Solid modeling, for example, takes electronically stored vehicle model data from the vehicle library **114** and standard component parts data from the knowledge-based engineering library **112** and builds complex geometry for part-to-part or full assembly analysis. Several modeling

17. Singh et al. disclose parametric design of vehicles including structural, interior and exterior aspects of the design.

18. Applicants argue:

> Singh further recites, at col. 5, lines 37-45, "The vehicle body 16 further includes an occupant compartment 32 to accommodate vehicle occupants (not shown). It should also be appreciated that the instrument panel 22, roof 21, floor 24 and pillar 18 cooperatively define the interior space of the vehicle 10 referred to as the occupant compartment 32. The occupant compartment 32 includes a number of seats (not shown) for the occupants and control mechanisms (not shown) to operate the vehicle 10." Here, Singh again fails to teach building an interior model using interior parameters. Rather, Singh simply acknowledges that an interior may include seats and control mechanisms to operate the vehicle. Neither the seats nor the control mechanisms are shown or discussed further in Singh.

this statement appears to contradict itself. Col. 5, lines 14-34 disclose exterior aspects:

The vehicle **10** also includes a vehicle body **16** which defines the shape of the vehicle **10**, as is known in the art, and includes components typically associated with the vehicle body **16**. The vehicle body **16** includes structural members which form a load bearing structure for the vehicle **10**. One example of a structural member is a pillar **18**. In this example, there are four pairs of vertically extending pillars **18** attached to the frame, which are referred to in the art as A, B, C, and D-pillars, **18***a*, **18***b*, **18***c*, **18***d* respectively. Another example of a structural member is a pair of roof rails **20** that form the roof line of the vehicle **10**. The roof rails **20** are disposed in spaced relationship to one another and extend therealong the longitudinal axis of the vehicle body **16**. A generally planar roof panel **21** is supported between the roof rails **20**. Another example of a structural member is a dash or instrument panel **22**, which forms a generally planar surface extending between the A-pillars **18***a*. A further example of a structural member is a floor **24** having a generally planar shape, as is known in the art. The vehicle body includes a windshield **26**, and other windows **28**, as is known in the art.

and (col. 5, lines 37-47), interior aspects:

general shape of the front of the vehicle **10**. The vehicle body **16** further includes an occupant compartment **32** to accommodate vehicle occupants (not shown). It should also be appreciated that the instrument panel **22**, roof **21**, floor **24** and pillar **18** cooperatively define the interior space of the vehicle **10** referred to as the occupant compartment **32**. The occupant compartment **32** includes a number of seats (not shown) for the occupants and control mechanisms (not shown) to operate the vehicle **10**. The vehicle body **16** also includes a rear storage compartment **34**, as is known in the art, forming the shape of the rear of the vehicle **10**.

19. Applicants appear to be arguing semantics. Singh et al. disclose parametric design of vehicles including structural, interior ("interior space") and exterior aspects of the design. Applicants conclude:

> Because Singh does not disclose building an interior model, then Singh cannot teach "*superimposing* the exterior model built in the exterior model building step, and the interior model built in the interior model building step," using an interior model Singh did not build.

This argument is based upon a false premise and is not persuasive. Singh discloses exterior and interior models (col. 3; col. 5; col. 5, lines 37-47) and their integration (abstract):

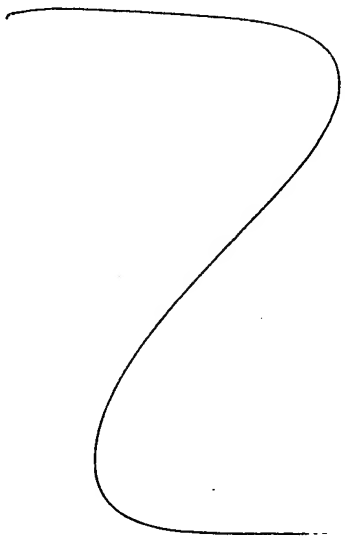
thereof. Advantageously, the vehicle library **114** may contain a parametric solid model of an exterior portion of a particular vehicle **10** (to be described). In this example, the vehicle library **114** may include a parametric model of an exterior body portion of the vehicle **10**. Also, the vehicle library **114** may contain parameters defining various vehicles and vehicle system characteristics, such as interior size and vehicle body style. It should be appreciated that the vehicle library **114** may be a sub-library of the knowledge based engineering library **112**.

general shape of the front of the vehicle **10**. The vehicle body **16** further includes an occupant compartment **32** to accommodate vehicle occupants (not shown). It should also be appreciated that the instrument panel **22**, roof **21**, floor **24** and pillar **18** cooperatively define the interior space of the vehicle **10** referred to as the occupant compartment **32**. The occupant compartment **32** includes a number of seats (not shown) for the occupants and control mechanisms (not shown) to operate the vehicle **10**. The vehicle body **16** also includes a rear storage compartment **34**, as is known in the art, forming the shape of the rear of the vehicle **10**.

The method also includes the steps of morphing the model of the vehicle into a morphed model of the vehicle including the modifiable parameter using a computer visualization, and analyzing the morphed model of the vehicle using a computer aided engineering (CAE) analysis. The method further includes the steps of determining if the CAE analysis of the morphed model of the vehicle meets a predetermined criteria and using the morphed vehicle model in the design of the vehicle.

20. Singh et al. does not expressly disclose ergonomic design taking into account for the occupants.

21. Weber et al. discloses such a teaching:



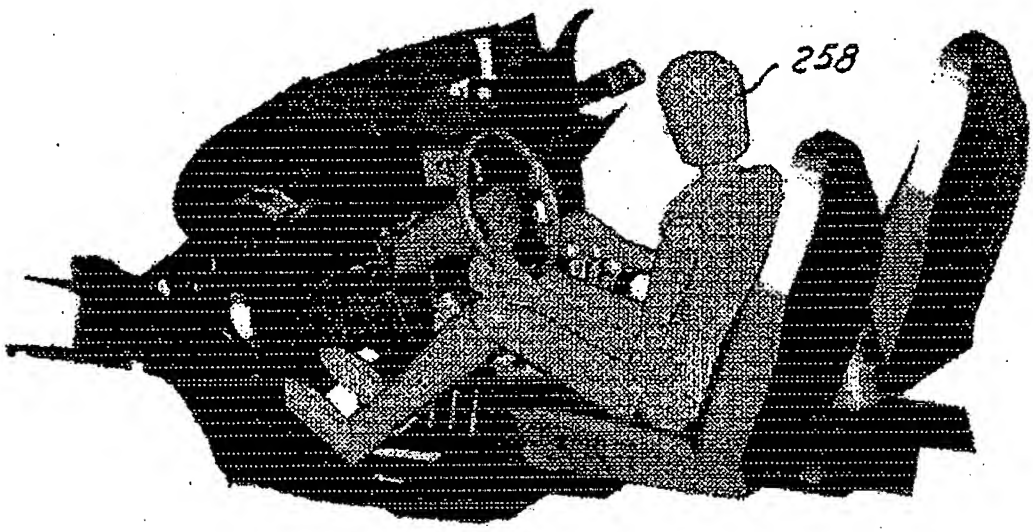


FIG.3

22. Applicants argue:

> Alternatively, Weber recites "a computer aided method for designing an interior portion of an automotive vehicle" (col. 13, lines 33-35). Weber describes using occupant position parameters to orient an occupant representation within a vehicle. (col. 6, lines 20-28). Weber does not recite building an exterior model. Using the same logic employed with respect to Singh, because Weber does not recite building an exterior model, then Weber cannot teach "*superimposing* the exterior model built in the exterior model building step, and the interior model built in the interior model building step," using an exterior model Weber did not build.

23. This appears to be a piecemeal analysis of the references. Applicants are essentially arguing that reference 1 only teaches external design and that reference 2 only teaches interior design and, apparently, that they teach away from each other. In response to applicant's arguments against the references individually, one cannot show nonobviousness by attacking references individually where the rejections are based on combinations of references. See *In re Keller*, 642 F.2d 413, 208 USPQ 871 (CCPA 1981); *In re Merck & Co.*, 800 F.2d 1091, 231 USPQ 375 (Fed. Cir. 1986).

24. Regardless, Weber teaches design of the interior in the context of the overall design of the whole vehicle:

> Turning to FIG. 2, a flowchart of a method according to the present invention is shown. In box 40 of FIG. 2, a vehicle platform is selected so that an electronic representation of vehicle sheet metal, including a floor plan, is available. It should be understood that use of the term vehicle in this disclosure implies an electronic representation of at least a portion of at least a portion of a vehicle, for example the floor pan sheet metal. It should also be understood that vehicle platform selection is optional, and that occupant orientation and vehicle system packaging, as next described, need only be situated with respect to a common referenced point. Vehicle system selection is primarily for visual design and is not necessary for the present invention.

and

> When a change is made to the occupant orientation, a vehicle system, or any design parameter, for example a locational change with respect to the chosen coordinate system, regeneration of the entire vehicle design is electronically performed (box 52 of FIG. 2). During this regeneration step, appropriate relationships between the occupant representation, the vehicle systems, and the vehicle are automatically determined, and vehicle systems are automatically changed according to the revised parameters. That is, the method and system of the present invention will automatically rebuild every other affected dimension so that packaging alternatives can be quickly studied. In the regeneration step, originally selected vehicle systems or devices may need replacement to fit with the new design. This replacement is automatically done by selection of vehicle systems or devices from the electronic parts library to meet the vehicle system change, for example a locational change. It should therefore be understood that some changes to a vehicle design are selected by a vehicle designer, as discussed above and further discussed below with respect to

25. Applicant's arguments against the motivation to combine are not persuasive. The section in question indicates the importance of ergonomic design. Applicants have not explained why this would not be a motive to combine the teaching of ergonomic design of interiors wherein passengers would be more comfortable in the design of an automobile (and wherein said automobile necessarily requires design of the exterior).

26. Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

27. A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

28. Any inquiry concerning this communication or earlier communications from the examiner should be:

directed to: Dr. Hugh Jones telephone number (571) 272-3781,

Monday-Thursday 0830 to 0700 ET,

or

the examiner's supervisor, Kamini Shah, telephone number (571) 272-2279.

Any inquiry of a general nature or relating to the status of this application should be directed to the Group receptionist, telephone number (703) 305-3900.

mailed to:

Commissioner of Patents and Trademarks

Washington, D.C. 20231

or faxed to:

(703) 308-9051 (for formal communications intended for entry)

or (703) 308-1396 (for informal or draft communications, please label *PROPOSED* or *DRAFT*).

Dr. Hugh Jones
Primary Patent Examiner
March 30, 2007

HUGH JONES Ph.D.
PRIMARY PATENT EXAMINER
TECHNOLOGY CENTER 2100